

**INFORMATION REPORT**  
**CONFIDENTIAL**

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COUNTRY Yugoslavia

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SUPPLEMENT TO  
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1. At the beginning of 1950, the ICAO, International Organization for Civilian Air Transportation, again lodged a protest with the Air Traffic Section of the Ministry of Transportation that Yugoslavia does not have a NOTAM service. This service was subsequently introduced in the early part of 1950 and now functions regularly.
2. In order that the entire personnel engaged in flight activities, both air crews and ground crews, may be acquainted with the status of the entire organization as well as with working methods, and in order to assure the greatest possible safety and regularity in air transportation, the NOTAM services have been organized for the purpose of training and providing information to the fliers. This so-called information service gives a full picture of the entire organization, its methods of work, and its various activities within the framework of air traffic. This method of instilling information will make it easier for the flight personnel to carry out their scheduled flights without obstruction and will increase the safety of air transportation.
3. The entire NOTAM ground organization covers data on the airport, ground organizations, radio communications, navigation methods, meteorological equipment, flying regulations, safety equipment, organization of flight patterns and rules to enter same, and air information (sic) services. This information is published as a so-called "basic document" which serves as a point of departure and represents a sum total of all information on the questions listed above.
4. This basic document is to be found at the control tower or the information center of every Yugoslav airport and is at the disposal of flight personnel who use it to make preparations for their scheduled flights. This data is often subject to changes and supplements for various technical and organizational reasons. So that the basic documents may always be up to date, these changes are either of a long or short duration, and the general international name for it is NOTAM. Short term information is known as NOTAM First Class and is reported by means of telecommunications. The long term information which often can be supplementary to the basic documents is known as NOTAM Second Class and is published in the same way as the basic documents. The basic documents, as well as the NOTAM I, are sent out to all ground organizations, the information services throughout the country, and to similar

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CENTRAL INTELLIGENCE AGENCY

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organizations and establishments abroad.

5. A so-called NOTAM service is operating inside Yugoslavia which, through its air information center in Belgrade, gathers information and its revisions. This information is then compiled, sorted, corrected, and reported to all those interested, both in Yugoslavia and abroad (Western Europe and the United States). The national NOTAM service represents an administrative-cooperative center for air information services, and is closely connected with the work of flight control. From the point of view of territorial jurisdiction, it corresponds to a territorial air subdivision. At the end of 1949 various courses were carried out under the leadership of United States specialists.

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